









## Intimation.

Wm. Powell, Ltd.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,

Des Vaux Road.

XMAS, 1904.

TOYS!  
TOYS!  
TOYS!

OUR XMAS

BAZAAR

IS NOW OPEN.

Every conceivable kind

of

TOY

to be had at a

REASONABLE PRICE.

DOLLS!

DOLLS!

DOLLS!

Finest Assortment of

DOLLS

in the Far East.

GAMES!

GAMES!

GAMES!

OUR SHOPS

WILL BE KEPT

OPEN UNTIL

5 O'CLOCK

ON SATURDAY,

DEC. 24TH.

Wm. POWELL, Ltd.

Hongkong, 20th December, 1904.

## Entertainments.

AT THE CATHOLIC UNION,

CLERICAL.

GRAND CHRISTMAS PANTOMIME,

"ALI BABA OR THE FORTY THIEVES."

In aid of funds to provide Xmas Treats  
to  
700 POOR CHILDREN & 200 POOR OLD PEOPLE.

Dates of Performance. Prices of Admission.

TO-MORROW, Dec. 22nd, at 9 P.M. \$2  
SATURDAY, " 24th, " 5.30 " 1  
MONDAY, " 26th, " 9 " 1  
WEDNESDAY, " 28th, " 9 " 1  
THURSDAY, " 29th, " 5.30 " 1  
MONDAY, Jan. 2nd, " 9 " 1

\* Children, 50 Cents.

Tickets can be had at the above address,  
where the plans of seats are on view.  
Hongkong, 21st December, 1904. [1366]THEATRE ROYAL,  
CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

FRIDAY, December 23rd.

POLLARD'S  
LILLIPUTIAN  
OPERA  
COMPANY.

FRIDAY AND SATURDAY,

AND  
SATURDAY MATINEE,  
December 23rd and 24th,

"THE BELL OF NEW YORK."

MONDAY and TUESDAY,

December 26th and 27th,

"THE GEISHA."

WEDNESDAY and THURSDAY,

December 28th and 29th,

"A GAITY GIRL."

PRICES—AS USUAL.

Box Plan at ROBINSON & Co.  
Hongkong, 19th December, 1904. [1350]

## Intimations.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong  
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,  
Central.Everything of the best, prepared and  
served under entirely European Manage-  
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all  
kinds made to customers' own order and  
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café  
in the Orient.  
Hongkong, 17th December, 1904. [1349]

## CHRISTMAS.

WHAT BETTER GIFT  
THAN A  
SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms—1, Wyndham Street.

Hongkong, 9th December, 1904. [1351]

TRY OUR FRESH XMAS CAKES.

MADE from the best of ingredients and  
pure fresh AUSTRALIAN BUTTER, in  
1 lb., 2 lbs., 3 lbs., and of other sizes made to  
order by giving previous notice.Yearly increasing sale is the sufficient  
guarantee of their superiority.

All orders will be carefully attended to.

H. RUTTONJEE,

5, D'Aguilar Street, Hongkong.

37 and 38, Elgin Road, Kowloon.

Hongkong, 19th December, 1904. [1357]



SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC

BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS (as amended),  
every Domestic Building or part of such Build-  
ing within the WESTERN DIVISION of the CITY  
OF VICTORIA, occupied by members of more  
than one family must be Cleaned and Lime-  
washed THROUGHOUT by the owner  
during the months of November and December.N.B.—The word "Throughout" used in this  
notice means that the Houses should be Lime-  
washed in respect of all the Walls of each  
Room and Staircase, all Cubicle Partitions, Stair  
Caisings and Stair Linings, all Ceilings and the  
Underlides of Roofs both in Main Buildings,  
Offices and Servants' Quarters and inclusive  
of Verandahs.The Back Yard should have its containing  
Walls Lime-washed up to the level of the first  
floor.Carved, Painted or Polished Woodwork in  
good condition, however, need not be Lime-  
washed but must be Cleaned.The Western Division of the City lies to the  
west of Tank Lane and Cleverly Street.THOS. A. HANMER,  
Secretary.

Dated this 1st day of December, 1904. [1344]

THE WEIHAWEI GOLD  
MINING CO., LD.

A CRISIS IN ITS AFFAIRS.

An informal meeting of shareholders in the  
Weihowai Gold Mining Company, Ltd., was  
held at the Chamber of Commerce room on  
the 15th inst. There were present—Messrs.  
Marcus Wolff (Chairman), J. M. Young and  
Capt. W. Dobbie (Directors), R. N. Macleod  
(Legal-Adviser), G. H. Thomson (Auditor), J.  
Duff (Technical Adviser), and others. The  
total number of registered shares represented  
was 9,017.The Chairman—Gentlemen—As it is now  
past 5 p.m. I will open the meeting. This is  
an informal meeting, called by the circular you  
have received, to consider what steps we can  
take after receipt of the International Banking  
Corporation's letter of the 9th instant.A Shareholder—Excuse me for a moment.  
May I interrupt and ask if you will be good  
enough to read the circular calling this meet-  
ing.The Chairman—Did you not receive it?  
The Shareholder—We did not all receive it.  
The Chairman read the notice as follows:—  
Notice is hereby given that in consequence  
of the Bank having refused to allow the Com-  
pany further overdrafts a meeting of share-  
holders will be held on Thursday, the 15th  
December, at 5 p.m. at the Shanghai Chamber  
of Commerce Room, No. 1, Yuenningyuen  
Road, to consider what course is to be taken  
to raise immediate funds to save the shutting  
down of the mine. Mr. J. R. Duff, the Com-  
pany's Technical Adviser, will attend to explain  
the position and prospects of the mine.This meeting is informal, and is called by  
your Directors to enable them to learn the  
views of as many of the shareholders as pos-  
sible.Dated the 12th day of December, 1904.  
By Order of the Board of Directors,  
STOKES, PLATT & TEESDALE,  
Secretaries.The Shareholder—Well, Sir, I have one or  
two remarks to make on that circular itself, if  
you will allow me.Mr. Speelman—Let the Chairman make his  
speech first.The Shareholder—I want to speak on that  
circular. I don't think anything can excuse  
the conduct of the Directors in issuing such a  
circular, which has caused a panic and sent  
down the value of our shares practically to zero.  
There was no necessity for such a wording, and  
it might have been worded very differently. I  
think it quite fair to make a protest against  
the way that circular is worded.The Chairman (resuming)—Before going  
further I wish to state, that, as I believe, there  
are present shareholders, who have not yet  
had time to register themselves, you will never-  
theless allow them to be present. For the  
benefit of those shareholders unable to be pre-  
sent at this meeting, I have asked the "N.C.  
Daily News" to send their reporter and with  
your permission we will publish a report of  
this meeting. On the 13th instant a board  
meeting was held, when it was decided to call  
up the balance of \$10 per share due on the pre-  
ference shares, which would yield \$7,770, and  
an advertisement was issued to that effect, and  
the circular letter with Bankers' receipts at-  
tached will be posted to you as soon as received  
from the printers. Early on the 13th instant  
the following letter was received from the Bank:Messrs. Stokes, Platt and Teesdale, Secre-  
taries, Weihowai Gold Mining Co., Ltd.Dear Sir,—In continuation of our letter of  
9th inst., as there seems to be some misunder-  
standing in the matter, we wish to again state  
that we are only willing to continue the over-  
draft round about the present figures, provided  
full security is deposited with the Bank, or a  
satisfactory guarantee for repayment is given.  
As it seems to be the Company's intention to  
use up the call on the preference shares in pay-  
ment of current expenses, and to leave the  
overdraft with the Bank still partly uncovered,  
we regret we cannot acquiesce in such an ar-  
rangement, and shall feel obliged, by your  
taking prompt steps to reduce the overdraft, or  
furnish security therefor. In the meantime  
please do not draw any further cheques as until  
this matter is settled, we must decline to pay  
them.Yours faithfully,  
(Signed) John K. Moir,  
Manager.Gentlemen, in consequence of this letter  
your Directors deemed it necessary to stop all  
outgoings, and consequently they wired to your  
Manager the following:—"You must not draw  
at all—Bank refuses further advances—  
Directors." This is the position we now stand  
in. In July the Bank promised to allow us an  
overdraft of \$40,000, and of this \$38,727.65  
has been drawn, which practically finishes the over-  
draft permitted. At the time the overdraft was  
arranged for, your Directors thought this would  
be amply sufficient, but this has unfortunately  
proved not to be so. It must be decided at  
this meeting how we are to raise further im-  
mediate funds. The Bank in their letters of  
the 9th instant, say:—"We shall be quite will-  
ing to continue the overdraft as at present, pro-  
vided satisfactory security is deposited with the  
Bank, personal or otherwise, but have to re-  
quest that the amount be not increased mean-  
time, and, should security be not forthcoming,  
that the overdraft be reduced and paid off, as  
quickly as possible." We have 1,963 \$20 ordi-  
nary shares not yet issued which would yield  
\$39,260 and also 723 unissued preference  
shares which would yield \$14,460, making a  
total of \$53,720. Now the question remains  
with you shareholders whether you will abandon  
your mine or put in more money.I will now read Mr. Duff's opinion in a  
letter addressed to your Directors, and as it is  
not always easy to follow an important opinion  
as this is by hearing it read, some copies have  
been printed and are available here for share-  
holders, and those shareholders who wish to  
see what a compact little property we have,  
can do so by examining these photographs  
which I have here, and which Mr. Duff brought  
down with him.Mr. Duff's letter is as follows:—  
THE DIRECTORS, WEIHAWEI GOLD  
MINING CO., LTD.Gentlemen,—As considerable disappoint-  
ment has been expressed at the apparently  
poor results yielded by the first month's crush-  
ing, I think it may be useful to offer some  
remarks.The development of the mine at the lower  
levels, where we are finding ore of very good  
quality, was retarded by delay in completing  
the erection of the steam hoisting plant. Un-  
til a month ago, when a winch was put up,  
the only means of raising ore was by a winch.  
For more than half the time since the erection  
of the winch has been employed in raising water  
from the main shaft in order to prevent its  
rising above the 100-foot level and stopping  
work there. In consequence of unfortunate  
delays the boiler for the hoist did not reach the  
mine until nearly the end of October, therefore  
the hoist was not ready for work until the  
24th November. Under these circumstances  
it will be readily understood that the only  
ore available for crushing was the ore on  
the dumps, which is practically surface ore and  
mostly of poor quality. This explains to a  
great extent the disappointing result of the first  
crushing. But we have still to learn from the  
Manager how he explains to low a percentage  
of gold. It is no doubt partly to be explainedby the absorption of mercury (and gold) by the  
new copper plates, which amounted, according  
to Mr. Dawson's letter of the 7th, in which I  
concur, to 18 lbs. of mercury, containing prob-  
ably at least 2.25 lbs. of gold. This process  
of absorption gradually disappears as the plates  
are used. Then there has been too much leak-  
age as shown by the assays of the tailings. An  
improvement has been effected here. On the  
whole, I am of opinion that we did well for a  
first crushing, especially taking into considera-  
tion the class of ore treated.As regards the prospects of the mine, I made  
a careful inspection of all the different workings  
before leaving, and am able to say that all the  
shifts at the 40 and 100 foot levels looked most  
encouraging. No man can look into the earth,  
and we can only be guided by what appearances  
point to.The strong out-croppings for so great a dis-  
tance both north and south of the present work-  
ings, amounting in all to about three miles;  
the character of the ore, containing as it does  
copper and galena sulphurites, the surest  
indication of a true fissure vein; and the im-  
provement of the assays at the lower levels;  
all these indications confirm me in my opinion  
that this is a large and valuable property.No mine is better equipped. The Mill is  
first-class, and the machinery has developed  
enough power to work 60 stamps. The monthly  
out-turn will certainly improve with the gradual  
development of the mine, and I have no hesita-  
tion in saying that we shall be paying expenses  
and showing a profit within three months.My lowest estimate of the average outturn  
to be expected is 5 dwts. per ton, and our ex-  
penses should be covered by 2 dwts., leaving a  
profit of 3 dwts. Taking 80 tons a day, as  
we have only 20 stamps, and 300 days in the  
year, this represents a possible profit of \$72,000  
gold—which can be nearly doubled with 40  
stamps.Now, Gentlemen, your Directors, desiring to  
know how the December crushing was turning  
out sent the following cable:—"How many do  
you expect dwts. per ton of 2,400 lbs. Decem-  
ber, Board." And our Manager's reply is as  
follows:—"According to assays, first 10 days,  
gross yield per ton, gold 3 dwts. per ton, 4  
grains; silver 16 dwts. per ton, milling from the  
mine only now, improvement may be ex-  
pected."It now remains to be settled how the money  
is to be provided. I would remind you that  
the amount called up on the preference shares  
will not be available for two months, and it is  
clear from the Bank's letter of the 13th instant  
this amount will not be available for current  
expenses. In this connection we sent the fol-  
lowing letter to the Bank yesterday:—  
The Manager, International Banking  
Corporation.DEAR SIR,—We are instructed by our  
Directors to ask you whether you will accept  
in part payment of the Company's overdraft  
the amount of \$37,770 being the amount of \$10  
per share now being called up on 3,777.5 per  
cent preference shares, which leaves a balance  
due of \$667.65 plus interest, which we presume  
you will kindly allow to stand over for the  
present. If this meets with your approval  
we shall be much obliged if you will kindly  
make a reply before noon to-morrow, in  
order that your letter may be in the Directors'  
hands for the meeting to-morrow.Yours faithfully,  
(Signed) STOKES, PLATT & TEESDALE,  
Secretaries.The Bank's reply is as follows:—  
Messrs. Stokes, Platt and Teesdale, Secs.  
Dear Sir,—We are in receipt of your letter  
of the 14th instant, and in reply beg to state  
that there would be no objection on the part  
of the Bank to postpone payment of the overdraft  
until the 1st call on the 3,777 Preference  
Shares is due, provided that the securities  
already deposited with the Bank are not with-  
drawn, and the "call" payments are to be  
applied only in reduction of the overdraft,  
which of course must not be increased mean-  
time.P. S.—This arrangement would release our  
lien on the property, i.e. land, houses, and  
machinery (int.) J. K. M.Yours faithfully,  
(Signed) JOHN K. MOIR,  
Manager.

and which we have confirmed.

Now it seems to us the only proposal we can  
offer you is to issue debentures in accordance  
with Sections 55 & 56 of the Articles of  
Association. We propose therefore to issue  
debentures to the amount of \$100,000, se-  
cured on the mine and mill, \$10,000 to be  
issued now, and the balance later on if neces-  
sary, interest to be 8 per cent annum. Deben-  
tures to be paid off in not less than two years  
and not more than seven years. If this meets  
with your approval I shall be glad to receive  
the names of those willing to subscribe for de-  
bentures when I have done speaking. We must  
have money immediately as drafts will be  
coming in probably by the next steamer cover-  
ing November expenditure at the mine. There  
is also the millwright, Mr. Forth's, salary to pay  
for very soon and his passage back to America,  
besides an indent of 2,000 lbs. drill steel due  
here immediately, and which is urgently need-  
ed at the mine. We have to day received the  
following telegram from our Manager in reply  
to one we sent him stopping drafts, which is  
as follows:—"Shall I continue work in full  
operation?" and to this we cannot reply, urgent  
though it is, till we know definitely as to whether  
we can carry on or not.Before concluding, I have to add that  
Weihowai mail, delivered at an hour  
inform us that we have to meet a  
draft for \$1,849.35 in payment of  
Taylor & Clark's November account for coal  
and explosives, and a draft in favour  
of Mr. Howard, a temporary employee for  
salary to date amounting to \$141, and another  
account T. C. Ramsey for \$38.25, and another  
account Fock Tai & Co. for \$47.42. We have  
also received a letter from Mr. Dawson dated  
the 7th instant reading as follows:—"As I will  
probably not be able to finish the monthly mill  
report to-day, this being pay-day, I enclose the  
bullion and concentrates report, only judging  
that you would like to have it as early as pos-  
sible." Anybody wishing to read same can do  
it now.I will now ask Mr. Taylor to give you his  
view of the situation. He is a very large  
shareholder, and has taken much interest in  
the Company's welfare, and I think you will  
say when you have heard him, that he is ex-  
tremely well posted in every way.Mr. F. E. Taylor—From the state of the  
share market I gather we have all come here  
in a very gloomy state of mind, but I hope by  
the time I have finished you will say the situ-  
ation does not justify so much depression. As  
Mr. Wolff says I am heavily interested and I  
have made myself fully acquainted with the  
prospects of the company. I have studied the  
monthly report, I have talked with Mr. Duff,  
and I went into the question fully with Mr.  
Dawson when I had the advantage of meeting  
him here in the summer. This must be my  
excuse for venturing to address the meeting.  
First I should like to make a few remarks on  
the financial management of the company. You  
will remember that when it was first  
founded the capital was subscribed three  
times over, so that there was plenty of  
money forthcoming at that time, but the  
directors were unfortunately misled by the  
experts who made an estimate of the  
amount required to start the company, andthey wished to keep a reserve for the purposes  
of opening up, later on, some other of the  
fourteen valuable concessions in all that they had  
obtained. They therefore issued only 25,500  
shares out of the 50,000 shares they were  
entitled to issue. Then a further mistake was  
made in regard to the estimated cost  
\$32,000.

The Chairman—\$36,000.

Mr. Taylor—It is true the directors after-  
wards decided to have more power and ordered  
a mill for forty stamps instead of twenty  
stamps which was, I think, a wise decision, but  
the result was that the mill cost us \$56,000.

The Chairman—More.

Mr. Taylor—That was the first blow we had,  
and I will only say about it that the man who  
made that estimate could not have known very  
much. I think the directors might have looked  
up a price list and found out something about  
it. Then we made the mistake of starting  
on Sugarloaf Hill, but when Mr. Dawson went  
into it he found the ore hard and difficult and  
came to the conclusion that, with only twenty  
stamps as we had then, it would not pay us to  
work, and he recommended the directors accord-  
ingly that it should be given up. Fortunately  
Mr. Pak, from the Korean mines, a man of  
great experience, discovered the Gin Tzu Ling  
mines and we then worked there. He found a  
vein with strong out-croppings the whole way  
for half-a-mile and on the prospects from this  
hill the directors were recommended to order  
the other mill. There had, however, already  
been the waste of time on Sugarloaf Hill and  
this was the second blow the company received.  
Finally the mill was ordered and then there  
came the third blow; the war broke out.  
The steamer carrying the mill was also carry-  
ing goods for Russian ports and that had to be  
transhipped and other vessels found, thus  
causing further delay. Then the directors  
found they had not sufficient working capital  
and the public had lost confidence in the mine.  
There are people in Shanghai, who do not be-  
lieve in a mine at Weihowai at all, and there  
is a certain reason for that in the geological  
formation of the province, which is  
broken up so that although there is gold  
in many places, it occurs in such small  
patches that it does not pay to work.  
The people mentioned did not think this mine  
was any different from the others. The share-  
holders had to do something to restore con-  
fidence, and so preference shares were issued,  
but were not quite all taken up. After a time  
the reports continued to be so favourable that  
people began to ask for these preference shares,  
some people who were not entitled to them,  
and a few were actually issued to such. The  
directors ought to have taken that opportunity  
to issue more ordinary shares instead and they  
have unfortunately made no explanation as to  
why they did not do so. After that the shares  
went up again and the directors could have  
placed the whole of their unissued ordinary  
shares on the market and thus obtained an ad-  
ditional \$50,000. Had that been done the  
directors would have been quite comfortable  
and we should not have had this meeting to-  
day. I don't understand why that was not  
done. It seems to me that what this company  
wants is a certain person, well-known in Shang-  
hai, on the Board of Directors, one who would  
make the shares soar up, reconstruct us, and  
then sell us out to a London syndicate for a  
good round sum. (Laughter.)—N. C. D. New.

(To be continued.)

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 1/11 1/4  
Do. demand ..... 1/11 3/16  
Do. 4 months' sight ..... 1/11 1/2  
France—Bank T.T. .... 2/42  
America—Bank T.T. .... 40 1/2  
Germany—Bank T.T. .... 1/6  
India T.T. .... 1/43 1/2  
Do. demand ..... 1/43 1/2  
Shanghai—Bank T.T. .... 7 1/2  
Japan—Bank T.T. .... 94 1/2  
Singapore—Bank T.T. .... 1/220/1/20  
Java—Bank T.T. .... 1/16

Buying.

4 months' sight L/C. .... 1/11 1/4  
10 months' sight L/C. .... 1/11 1/2  
30 days' sight San Francisco & New York 4 1/2  
4 months' sight do. .... 4 1/2  
30 days' sight Sydney and Melbourne ..... 1/11 1/2  
10 months' sight France ..... 2/46  
6 months' sight do. .... 2/47 1/2  
4 months' sight Germany ..... 2/50  
Bar Silver ..... 28 1/2  
Bank of England rate ..... 3 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:— Per chest

Malwa New ..... @ 1,050/1,080  
" Old ..... @ 1,120/1,140  
" Older ..... @ 1,160/1,200  
" Oldest ..... @ 1,220/1,260Patna New ..... @ 1,150  
Benares New ..... @ 1,110  
Persian Paper ..... @ 850/900

## Intimations.

PLEASE NOTE.

DURING CHRISTMAS WEEK ONLY.  
all purchasers of at least \$25.00 worth of  
WINE and SPIRITS from Messrs. GREGOR &  
Co., will be entitled to receive in addition to  
their purchase, and absolutely free,3 Full-size Sample Bottles of the following  
Wines at choice:—  
GRAVES, SAUTERNES, MEDOC, ST.  
EMILION, MARGAUX, ST. JULIEN,  
ST. ESTEPHE, or CH. LA TOUR  
MARCEAU, or2 Full-size Sample Bottles of  
GREGOR & Co.'s IMPERIAL HIGH-  
LAND, or CLUB No. 1 WHISKY, or1 Full-size Bottle of MESSRS. MARIE BRI-  
ZARD & ROGER'S AFTER-DINNER  
LIQUEURS, to be selected out of 20  
Varieties.GREGOR & Co.,  
Wine and Spirit Merchants,  
34, Queen's Road Central,  
1st Floor,  
Opposite Post Office.

Hongkong, 19th December, 1904. [1356]

THE HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.NOTICE is hereby given that the TWEN-  
TIETH ORDINARY GENERAL  
MEETING OF THE SHAREHOLDERS OF  
the above Company will be held at the REGIS-  
TERED OFFICE of the Company in Alexandra  
Buildings, Des Vaux Road, on FRIDAY, the  
23rd day of December, 1904, at Noon, for the  
purpose of receiving the report of the General  
Manager together with a Statement of Accounts  
for the year ending 30th November, 1904.The TRANSFER BOOKS of the Company  
will be CLOSED from the 20th to 29th instant,  
both days inclusive.JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 14th December, 1904. [1349]

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,the 22nd December, 1904, at 11 A.M., at their  
Sales Rooms, No. 2, Des Vaux Road,  
corner of Ice House Street,

SUN DRY

MISCELLANEOUS ARTICLES,

Comprising:—

TELESCOPES, FIELD GLASSES, SEX-  
TANTS, SUITS OF CLOTHES, DRAWING  
INSTRUMENTS, FELT HATS, BANJOS,  
BLACKING SHOES, BOOTS, GOLD  
WATCH



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS

EXCELLENCY THE GOVERNOR.

WATSON'S

BALSAM

OF

ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & Co.,  
LIMITED,  
THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

3 WAYS OF  
DOING IT.

1.  
SELL BETTER  
GOODS THAN  
YOUR  
COMPETITORS.

2.  
SELL CHEAPER  
THAN  
YOUR  
COMPETITORS.

3.  
ADVERTISE  
WISELY  
WHAT YOU  
HAVE  
FOR SALE.

WE HAVE ADOPTED THEM!!!

GREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

Opposite Post Office.

Hongkong, 21st December, 1904.

## NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per annum, proportional.

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## The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 21, 1904.

## COOLIE EMIGRATION.

It is only a few weeks since an agent of the Societe de Construction de Chemin de fer Indo-Chinois came North for the purpose of securing Chinese coolies for railroad construction work in Yunnan. As we pointed out at the time their recruiting was on somewhat similar lines to that adopted by the Transvaal Emigration authorities in Hongkong, and although at the outset the French company experienced some slight opposition they had no difficulty in getting the labourers. Indeed, we now learn that they have successfully negotiated with the Chinese authorities regarding the engagement of indentured coolies for the Haiphong-Yunnan line, and to the French Minister and officers we tender our congratulations on what they have achieved. If the French could do this within a very short space of time, how is it that British authorities have not been able to assist the South African emigration people in bringing their scheme to a successful issue, particularly in view of the fact that a Convention exists between Great Britain and China which certainly gives evidence of a friendly feeling between the two nations? As we have so often remarked ever since the movement was started opposition has been the order of the day, not only from parties interested in despatching coolies to the South, but also from officials at Canton who appear to have acted in direct opposition to the directions of their superiors. The bone of contention between the two parties seems to concern Hongkong itself, as by reason of the Colony not being a treaty port Canton officials maintain that coolies should not be shipped from here. This, however, is a trivial affair and should not be responsible for upsetting the working arrangements in South China. As mentioned in our columns yesterday the steamer *Idah* embarked 236 coolies from Laichikok, and they are now being taken to Durban along with a number of men from the North. So far as Hongkong is at present concerned this completes the emigration of native labour for South Africa, for as no headway can be made with regard to settling small questions it has been deemed advisable to suspend operations for the time being. No doubt the matter will be represented in proper quarters, and if officials can see their way to thoroughly investigate the alleged grievances we have reason to believe that many interesting phases of the whole problem will be brought to light, and the matter once and for all put on a sound basis.

## LOCAL AND GENERAL.

MEMBERS of the Hongkong Police Force are giving a dance at No. 7 Station, West Point, on the 26th inst.

ACCORDING to a Singapore telegram of the 16th inst., the Baltic Squadron is to call at Rangoon, Dutch East Indies, and a German collier is awaiting the fleet's arrival.

THE Shanghai coasting boats were decked out with bunting on Friday presenting a gay appearance, in honour of the wedding of Mr. R. Marshall and Miss Ethel May Wright, daughter of the Tapan of Messrs. Butterfield and Swire.

THE chartered transport *Dilwara* left to-day for home, taking two companies of the Royal Garrison Artillery, and a number of time-expired men from other regiments. There were also a number of officers and their families on board, homeward bound.

MR. R. Ponsonby, late Private Secretary to Sir West Ridgeway, arrived in Colombo on the 30th ult. from Australia, whither he had been on a visit. Mr. Ponsonby is returning to Hongkong, where he is acting as Private Secretary to Sir Matthew Nathan.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospital begs to acknowledge with thanks the following donations, to the funds of the Hospital:—Pawnbrokers Guild, \$200; Boarding House Keepers Guild, 130; Cotton Yard Dealers Guild, 100; Rice Guild, 100; Foast Meat Guild, 100; Eating House Keepers Guild, 100; Ginseng Dealers Guild, 80; Tobacco Dealers Guild, 30; Paper Ware Dealers Guild, 30; and Tin Smelters Guild, 20.

AN innovation has been introduced by the Norddeutscher Lloyd in the shape of granting to passengers insurance policies against loss of life or accident, on terms far below those current in the open market. The Company will also in future insure passengers' luggage.

THE Committee of Inquiry, appointed to inquire into the Adolf Beck case, have issued their report, which absolves the Police prosecution from all imputations, condemns the Judges' ruling against the admissibility of evidence, and strongly recommends the reinforcement of the legal element at the Home Office.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 18th December, 1904:—

	Library	Museum
Non-Chinese.....	253	98
Chinese.....	103	1,585
Total.....	356	1,683

THE Green Island Cement Co. have issued a beautiful Chinese calendar and pamphlet describing their works. We have to thank the agents, Messrs. Shewan, Tomes & Co., for copies of these, and also Mr. W. H. T. Davis, the manager of the Hongkong branch of the Commercial Union Assurance Co., Ltd., for a wall calendar.

REAR-Admiral Arai, who has since March 8th been attempting to float the Russian cruiser *Varyag* sunk at Chemulpo, returned on Dec. 6th to Sasebo. According to him, says the *Kokumin*, the work of floating the ship is hampered by the high waves which run during the winter, so that work is now put off till next spring. The work, however, is almost completed.

KANG Yu Wei and his secretary are now touring the world, and on the 22nd ult. had arrived at Vancouver. In the course of an interview he said he had gone to Canada from England in the interests of Chinese reform. He would establish new societies and strengthen existing ones. He said he was travelling to all parts of the globe in the interests of reform.

AN accident which might have resulted in serious consequences, in the way of broken limbs and possibly cracked craniums, and which certainly ought to have resulted in serious consequences to the causers thereof, occurred just to the westward of the Central Market on Des Vaux Road, about half-past one o'clock this afternoon. Two ruffianly school-boys, seeing two small Chinese lads standing on the path close to a ricksha, thought it would be an admirable joke to tie the cues of the boys round the spokes of the ricksha-wheel and watch results. This they proceeded to do, unknown to the boys, and then told the ricksha-coolie to "move on." The natural result was that the boys' heads were banged together as they were drawn downwards by the moving wheel, before the coolie discovered what he had "in tow." The boys were more frightened than hurt, though they sustained a few slight bruises on their hands and arms, before they could discover what was happening to them. When the ricksha stopped, as it did after going but a few yards, the young cowards, scenting possible trouble for their own skins, decamped.

## RULES OF THE ROAD.

INFRINGED BY NAVAL YARD MASTER.

At the Harbour Office, this morning, before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, Charles Aris, L. S. of the Water Police, indicted Leung Fook, master of the Naval Yard launch 68, for that he did unlawfully fail to hoist the regulation towing-lights, while towing a lighter, at 12.30 o'clock in the morning, and, secondly, did fail to observe the rules of the road, on the 17th inst., in the waters of the Colony. The prosecutor stated that at half-past twelve o'clock on the morning of the 17th inst. he was steering No. 6 Police launch in an easterly direction from Blake Pier, and when he was some 50 yards clear of the Naval Yard, he saw the defendant's launch coming from a N. E. direction, and making a straight line for the entrance of the harbour of the Naval Yard. Witness kept on his course and the defendant's launch did the same, and both launches met about ten yards from the entrance to the harbour. The defendant did not attempt to alter his course. When about ten feet from his starboard bow witness stopped the engines and went astern, and put the helm astarboard, thus coming round about five feet off the defendant's launch. Witness then followed defendant and found that he had a lighter in tow on his port side. No regulation towing-lights were hoisted, and witness proceeded to take his name informing him of the proceedings he would institute. The master of the Naval Yard launch stated that he saw the Police launch steaming down from Blake Pier, on his starboard beam. He blew two long blasts to show the police launch's coxswain that he was going to cross her bows. He did not alter his helm at all. He was not aware that the blasts should be short ones. He did not go to port because he had not room, and it did not occur to him to take any other action, such as going astern, as he had a boat in tow. The boat was a water lighter belonging to the Naval dockyard, and was being taken back from H.M.S. *Albatross*. He knew that extra lights are shown when vessels are being towed, and those lights were not more than three feet apart. He was not aware that the regulation says these lights should not be less than six feet apart. The prosecutor was positive he only saw one light, about ten feet above the deck. Defendant said he did not light the lights himself. The upper one was a temporary one in lieu of the regulation one which was broken. The harbour master held that the first charge was not proved, but that the second was. He fined the master of the launch \$5 for not observing the rules of the road.

## KOWLOON BOWLING AND CRICKET CLUBS.

## GOVERNMENT CONCESSIONS.

The great interest that H.E. the Governor, Sir Matthew Nathan, takes in all manner of local recreative sport is once again manifested by the Government's offer of a grant, to the Kowloon Cricket Club, of a splendid plot of ground on Austen Road, Kowloon. This plot contains some 35,000 square feet, and is thus considerably larger than the Hongkong Cricket Club's ground on Queen's Road, and about nearly equal to the Oval at home. There is, however, one difficulty in the way of the Kowloon Cricket Club being able to take immediate possession of this newly granted plot, which arises from the fact that on a portion of it the Kowloon Bowling Green Club at present has its habitation. The Club has been approached by the Government with an offer of a larger piece of land nearer the barracks and the Coronation commemoration tree, with a monetary compensation of some \$1,500 for its removal from the site it now occupies. Upon receipt of this communication from the Government a meeting of the Bowling Club was held last night at Kowloon, when a letter was read from H.E. the Governor, after which it was decided to await the views of the Kowloon Cricket Club as to what further inducements the latter Club might be prepared to hold out to the Bowling Club for its removal, having in view the fact that the removal of the latter Club is entirely to the advantage of the former, while distinctly to the disadvantage of the latter, inasmuch as the proposed new locality is at present unlevelled, while their present ground is well shaded and admirably adapted for such a ground. The Bowling Club, moreover, has but just laid down a fine green, and gone to other expense, and while the compensation offered by Government is a goodly sum, it is held to be quite inadequate to reimburse the Club for the loss of a splendid site, and all the expense of laying down and turfing a new bowling green. While the Kowloon Cricket Club is quite an infant among clubs, being but a few weeks old, it has made a start which has exceeded the most sanguine anticipations. It has won five out of seven of the last few matches it has played in, and now stands second in the League tables. If no hitch occurs it is understood that, besides a cricket pitch, lawn tennis courts, a bowling green and other arrangements will be made for making the club one of general recreation, and it is anticipated that on the ground may be played the future interport cricket matches. A portion of the ground remains still unlevelled, but this, it is understood, the Government will level up before the Cricket Club takes it over. Several members of the Bowling Green Club are also members of the Kowloon Cricket Club, so that their interests are thus almost identical. It is anticipated with confidence that terms may be easily arranged, and an amicable transfer shortly be made. At present there is no doubt that both clubs fully appreciate the interest H.E. the Governor is displaying in their "housing."

## THE FESTIVE SEASON.

## HONGKONG STORES.

## III.

MESSRS. BARRETTO & CO.

At this time of the year when the whole world is supposed to be gay attention might be called to the Wine Growers Supply Company, of which Messrs. Barretto and Co., of Bank Buildings, are the local agents. Their extensive Bodegas, situated in Mason's Lane below Pedder's Hill, the sanitary arrangements of which are perfect, contain the choicest selection of wine, beer and spirits to be found anywhere in the Far East. The following will give an idea of their stock:—Bordeaux red and white wines; Portuguese red and white wines; Spanish, American, Australian and French clarets, cognac and brandies; Scotch and Irish whiskies, English and Dutch gins; champagnes and other sparkling wines; port wine from the Companhia Agricola Commercial dos Vinhos do Porto, the owners of the largest vineyards in the Douro district; sherries received direct from Spain, Madeira, Marsala, Moscatel, Malaga; burgundies, hocks and moselles; liquors of all kinds, French and Italian vermouth; bitters, tonic wines, bottled ales, beers and stout, rum, syrups and mineral waters, and the list is not yet exhausted. The Wine Growers Supply Company is represented in Paris by the Compagnie Francaise des Indes et de l'Extrême Orient.

## THE PHARMACY.

Among so many firms in Hongkong occupying a leading place in providing for the special wants of buyers at Christmas, a worthy position is held by the Pharmacy, Queen's Road. Naturally the Pharmacy gives special attention to the perfumery lines, which are always sure to attract and charm the fair sex, for whatever else may be relegated to the shelf a dainty box of perfumery is always regarded as an essential and acceptable Christmas gift. All the perfumes at the Pharmacy are the manufacture of leading Parisian houses, and as they are enclosed in fancy bottles, which themselves repose in beautiful cases, a large sale may be expected in this line. The inevitable bon-bons, chocolates, and sweets generally are in large profusion at the Pharmacy, and he would be a curious individual who failed to find his heart's desire there. A select lot of cigars and cigarettes specially imported for the Christmas trade is also for sale. The Pharmacy annually launches out in this more strictly tobacconist speciality at Christmas and this year the stock is said to be unusually good. As for those comforts which relieve the afflicted after the delights of Christmas fare—usually represented by comic artists as plump, pudgy personified on the chests of sleepers troubled by nightmare,—the Pharmacy has a full stock.

## ENGLAND'S EASTERN NAVAL DEPOTS.

## HONGKONG'S POSITION DEFINED.

## AN AUTHORITATIVE OPINION.

It is difficult adequately to realise the far-reaching importance of the announcement made to-day by our morning contemporaries that the Imperial Government have officially declared their intention of acquiring the extensive docks controlled by the Tanjong Pagar Co. of Singapore. Some days ago, the *Hongkong Telegraph* published a telegram, from its London correspondent, which was framed in somewhat general terms, stating that a navy reconstruction scheme was under the consideration of His Majesty's naval advisers. The telegram proceeded briefly to say that the question of dock accommodation for the naval squadrons patrolling the waters of the Empire would probably be the first question to be dealt with, and that much greater significance than hitherto will be attached to the Naval stations of Gibraltar and Hongkong; there the information ended. The latest news regarding the Tanjong Pagar Dock Co.'s premises is undoubtedly the first indication that the rumour contained in the telegram mentioned was well-founded.

## HOW HONGKONG IS AFFECTED.

The point which will occur to Hongkong residents is—How does this acquisition of the Singapore docks affect Hongkong? One of the leading authorities in Hongkong, a gentleman whose opinions are entitled to the highest respect, being based on assured and daily association with those concerns which would be affected by anything of a similar nature arising in Hongkong, was approached by a representative of the *Hongkong Telegraph* this forenoon. He was asked his views on the subject of the news published in the Tanjong Pagar Docks and the likelihood of a similar move being made by the Imperial authorities in Hongkong.

## NO ACTION PROBABLE HERE.

"It is much too early," he remarked, "to express any decided opinion on a question of such importance. At the first blush, I confess that in my view the Imperial naval authorities are unlikely to do anything here. For one thing, they are building their own docks, which may not be ready for some years yet, but during that time the vessels of the China Squadron have the use of the Hongkong Docks. An arrangement was made that for a period of 25 years the naval vessels should have the right of docking at the Hongkong Company's docks. That arrangement does not expire for three or four years yet, and the question as to what will be done at the end of the period has not since been raised. The Admiralty docks may not be entirely completed in that time, and even if they are, they may not prove sufficient for all the requirements of the navy. In that case it would be for the naval people to consider the advisability of renewing the agreement, or entering into a fresh arrangement altogether with the Dock Company here. What the naval authorities intend to do I have not the least idea."

"But have any tentative suggestions or even feelers been thrown out by the naval authorities on the subject of acquiring the docks here for the Admiralty?"

## NO "FEELERS."

"I assure you," our informant added, "and I am in a position to know, there has not been even the slightest hint of such a thing."

"How do the Hongkong Docks compare with the Singapore Company's docks?"

## HONGKONG DOCKS HEAD.

"As far as Tanjong Pagar docks are concerned, we in Hongkong are far ahead. We have been moved by a public spirit, which has tended to keep the Dock Company well up to the needs of the port. In Singapore, on the other hand, the Tanjong Pagar Dock Company has been guided by a board of directors, who in turn obeyed the behests of a committee in London, whose sole object was the maintenance of a certain standard of dividends. Only this year, at the last annual meeting which was held in Singapore there was some very plain speaking on this subject. Mr. John Anderson, of Guthrie & Co., who was the head of the Tanjong Pagar Company, spoke out his mind, showing how the docks should be increased, how improvements should be made, and actually hinting that, unless those things which he enumerated were done, the Government would step in and secure public interests. John Anderson has been the cause of all the improvements at Tanjong Pagar, supported of course by some shareholders, but John Anderson had to resign."

## HONGKONG'S POSITION.

"Here in Hongkong," continued the speaker, "we have had no question of that sort. Hongkong docks are a long way in front of either Singapore or Shanghai. Moreover, Hongkong is the headquarters of the China Squadron. Singapore and Shanghai can only be called coaling stations. It is to Hongkong that vessels naturally turn when they are in need of repairs. Here we can provide for them in every way. But of course, as I said before, there are Admiralty docks in course of construction here. Whether they will meet all the requirements of the Navy is another matter. To a certain extent, however, that fact explains the reason why no scheme involving the acquisition of the Hongkong Company's docks has been mooted."

A question was submitted by the interviewer as to the conditions on which the Hongkong Company held their lands.

## QUESTION OF LAND TENURE.

"Here, again," was the reply, "there is another question. In Hongkong the land is leasehold; so far as I know, the land in Singapore held by the Tanjong Pagar Dock Co. is, mostly, if not entirely, freehold. The government in Hongkong could at any time, when they considered it proper, resume possession of the

land. They would have to pay compensation, of course, but they have the right to take it back whenever they think fit to do so.

"I notice that the telegram says the land at Tanjong Pagar is to be acquired by the Imperial government on terms to be mutually arranged. The Ordinance here says that what is called 'fair compensation' shall be given."

In conclusion, the gentleman interviewed expressed the belief, qualified by the remark that he had not given the matter any real consideration, that this acquisition of the Tanjong Pagar Dock Company's docks, etc., was fraught with possibilities for Hongkong. Beyond that he would not go at present.

## THE POSITION OF THE TANJONG PAGAR DOCKS.

Another gentleman, who claims some acquaintance with the Tanjong Pagar Dock Co.'s affairs, remarked that for some time past the administrative ideas of that Company have been in a state of transition. Mr. John Anderson, the head of Guthrie & Co.'s business in Singapore, had been for some time the chairman of the Tanjong Pagar Dock Co., but it was a well-known fact that he and his colleagues on the board of directors did not pull together. It is necessary to go into this because there is the possibility that therein lies the secret of the action taken by the Imperial authorities. Mr. Anderson desired to inaugurate a great scheme of extension and improvement. But his colleagues rejected his plans. The other directors, it should be stated, are not usually the personal owners of the shares they hold. The shares belong to the Company with which they are individually connected in private life. A, for instance, is partner in X. Y. & Co.; he retires from active work, goes to London, and spends his time pottering about the affairs of the Company in Singapore. He still retains his interest and money in the Company. When the next in command is promoted to a partnership he takes over his partner's interests in local concerns, and the shares of the Company in Singapore are transferred to the new partner. Here then is the rub. A man by reason of the number of shares in his name, although they do not belong to him, becomes a director. But he says only what his partner in London orders him to say. Thus the board in Singapore was described by Mr. John Anderson as "a pack of marionettes the strings of which were pulled in London." He indicated that the Government threatened to take up the Company's interests if things went on in this way. He had to resign; indeed, he had resigned before he made his speech, but one wonders whether this announcement to-day means that the Colonial Government have carried out their threat.

## SHIPPING NOTES.

## SALE OF THE P. AND O. "BALLARAT."

The P. & O. s.s. *Ballarat* was put up for sale the other day and the first bid was £4,000, but the sale after was £6,000 and in a mere bid £9,600 was reached, at which price the fine old liner, so well known in Hongkong and Shanghai, was knocked down to Italian buyers. A condition of sale was that the vessel must change her name before leaving London.

The German steamer *Kudat* left Singapore on 10th inst. for Kobe with a general cargo for Japan. She has been sold by the Norddeutscher Lloyd of Bremen to Messrs. Butterfield & Swire of Hongkong.—S. F. Press.

The s.s. *Inchun* is due from Durban on Friday, the 23rd inst., and will continue her run, via Chinwantao.

The s.s. *Salda*, now in the Kowloon docks, is nearly ready to take her place on the South African coolie emigration line.

The repairs on the s.s. *Agincourt* are going on apace, and it is expected she will be ready to "plough the ocean" once more, well within contract time.

The s.s. *Indravilli* is making good progress with her alterations to fit her for the South African coolie emigration run, but the late fire on board has somewhat retarded matters, and it is expected that it will be some little time before she is ready to take up her turn.

Mr. Stanley Gibbons, the well-known stamp collector and expert, may be expected here shortly. He is at present in Colombo on a brief visit, accompanied by Mrs. Gibbons, and will be leaving there in a few days for Bombay and then to the Far East. This is the fourth visit Mr. and Mrs. Gibbons have paid to the East, but the present trip is not made in connection with the stamp business. Mr. Gibbons has sold his long-established business and has retired. He is of opinion that the hobby of the philatelist is in as flourishing a condition as ever.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Roon*) 22nd inst.

American (*Manchuria*) 22nd inst.

French (*Australien*) 27th inst.

Indian (*Lairang*) 26th inst.

American (*Coptic*) 26th inst.

Australian (*Taiyuan*) 28th inst.

The I. C. S. N. Co.'s s.s. *Lalung* from Calcutta and the Straits left Singapore for this port on 20th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 23rd ult., arrived at Genoa on 20th inst., at 7 a.m.

The P. & A. s.s. *Nicomedia* arrived at Yokohama on 16th inst., and left again on 19th, via Kobe and Moji, and may be expected here on 30th inst.







## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"SOBRALENSE"	21st December.
GLASGOW and LIVERPOOL	"PELEUS"	24th December.
GLASGOW and LIVERPOOL	"MOYUNE"	3rd January, 1905.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "SOBRALENSE" left Singapore on the 12th inst., at noon, and is expected here about the 21st.

S.S. "PELEUS" left Singapore at daylight on the 18th inst., and may be expected to arrive here on the 24th.

## HOMWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"HYSONE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	17th January, "
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"WRAYCASTLE"	31st January, "

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st December, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"	24th December.
SHANGHAI	"SHANGHAI"	24th "
NAGASAKI	"OHIO"	26th "
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHINGTU"	26th "
MANILA	"TEAN"	27th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st December, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	FRIDAY, 23rd Dec., at 4 P.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 31st Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 20th December, 1904.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.FOR NEW YORK via SUEZ CANAL  
PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"RAS ISSA"	4,370	Wagner	January 9th, 1905.
"CLAVERTON"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 21st, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 21st December, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 21st, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
48, DES VOUEX ROAD.SHIPS Called from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 21st October, 1904.

## NOTICE.

BOO CHEONG, of No. 20, Pottinger  
Street, has always on handFIRST-CLASS WRITING AND PRINTING  
PAPERS, AND STATIONERY  
of every variety.

Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Daily qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" ... 1,309 Tons. Captain  
"KWONG TUNG" ... 1,328 Tons. H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ..... \$4  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING."

Captain E. J. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class ..... \$3.00 for Single Journey.  
2nd " ..... 1.50 " " "  
Meals ..... 1.00 each. " "The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDY & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

## "YING KING."

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Perseverance's wharf at Macao.FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$3.00, " \$5.00  
Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 20 cents; Steerage, 10 cents.  
TIPPY and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904.	About
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"SHIMOSA" ..... 28th December.

"GHAEZE" ..... 25th Jan., 1905.

"SATSUMA" ..... 5th Feb., "

\* Via Malabar Coast.

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 29th December, 1904.

## Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMENSTEAM FOR  
SHANGHAI, NAGASAKI, HIGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

"ROON,"

Captain G. Meiners, due here with the outward  
German Mail about THURSDAY, A.M., will  
leave for the above places about 12.24 hours  
after arrival.NORDDEUTSCHER LLOYD,  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 17th December, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above,  
on FRIDAY, the 23rd instant, at 4 P.M.This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 19th December, 1904.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Garland, will be despatched as above,  
on TUESDAY, the 27th instant, at Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 19th December, 1904.

## Intimations.

## THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the  
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau  
and others, cures all the diseases of the urinary tract, such as  
gout, gravel, and all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto  
employed.THERAPION No. 1 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 2 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 3 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 4 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 5 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 6 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 7 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 8 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 9 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 10 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 11 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 12 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 13 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 14 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 15 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 16 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 17 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 18 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 19 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 20 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 21 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 22 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 23 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 24 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 25 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 26 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.THERAPION No. 27 is a re-  
markably short time, often less than 24 hours, removes all discharges from  
the urinary tract, effectually cures all the diseases of the bladder, and is a  
medicine of the kind, and surpasses everything hitherto employed.

## Shipping—Steamers.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.Cargo remaining on board after the 22nd  
instant, at 4 P.M., will be landed at Con-  
signees' risk and expense into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 20th December, 1904.

## NOTICE TO CONSIGNEES.

THE Steamship

"SILVERLIP,"

FROM ANTWERP, LONDON, AND  
STRAITS.Consignees of Cargo are hereby informed  
that all Goods are being landed at their risk,  
into the Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company, Limited,  
whence and/or from the wharves delivery may  
be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undeliv-  
ered after the 26th instant, will be subject to  
rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
28th instant, or they will not be recognized.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 26th instant, at 2.30 P.M.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 19th December, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Goods not cleared by the 23rd instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left



## Intimations.



THIS DWAIR RAZOR has superseded the old fashioned clumsy razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any razor in the world. Thousands of Testimonials testify that the little "DWAIR" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—  
HOWARD & Co.  
Hongkong, 24th November, 1904. [1269]

## ESPECIAL OLD TOM GIN.

Marshall and Elvy's



DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,  
Des Voeux Road.

Hongkong, 11th May, 1904. [603]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TRN CENTS (10 CENTS) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1904.

## Shipping.

Empress of China, Br. s.s., 3,046, E. Beetham, R.M.S., 20th Dec., Vancouver, B.C., 28th Nov., and Shanghai 18th Dec., Mail and Gen.—C. P. R. Co.

E-Sang, Br. s.s., 1,127, W. F. Richard, 20th Dec., Chinkiang 16th Dec., Gen.—J. M. & Co.

Fausang, Br. s.s., 1,410, R. Cox, 20th Dec., Java 11th Dec., Sugar, J. M. & Co.

Geo. T. Hay, Br. s.s., 1,700, E. B. P. Cox, 20th Dec., Cebu 26th Nov., Ballast—A. K. & Co.

Ningchow, Br. s.s., 5,716, Riley, 21st Dec., Shanghai 18th Dec., Gen.—B. & S.

Choyang, Br. s.s., 1,424, H. Roope, 21st Dec., Canton 20th Dec., Gen.—J. M. & Co.

M. Struve, Ger. s.s., 666, P. Brandt, 21st Dec., Tamsui 18th Dec., Amoy 19th, and Swatow 20th, Gen.—O. S. K.

Adamastor, Portuguese cruiser, 1,950, Ribeiro, 21st Dec., Amoy 20th Dec.

Clearances at the Harbour Office.

Anchin, for Bangkok.

Chungking, for West River.

Kwongchow, for Canton.

Yikang, for Canton.

Silverth, for Shanghai.

Sungking, for Cebu.

Evie T. Ray, for Cebu.

Lokang, for Canton.

Hongkong, for Kwongchow-wan.

Wongkoi, for Bangkok.

Smagamba, for Singapore.

Haikan, for Pakhoi.

Arratoon, for Singapore.

Chan Or, for West River.

Shun Lee, for West River.

Deawong, for Bangkok.

Hsieh Ho, for Canton.

Departures.

Prins Eilid Frederik, for Europe.

Deawong, for Bangkok.

Wongkoi, for Bangkok.

Triumph, for Swatow.

Holstein, for Haiphong.

Senegambia, for Singapore.

Inkula, for Durban.

Johanna, for Hoihow.

Anghin, for Bangkok.

Lennox, for Kobe.

Onda, for Singapore.

Takong, for Swatow.

Anhui, for Cheloo.

Magallanes, for Saigon.

Kwongkong, for Canton.

Maifu, for Canton.

Arratoon, for Calcutta.

Deawong, for Singapore.

Lydia, for Chinkiang.

Candia, for Colombo.

Haikan, for Pakhoi.

Passengers arrived.

Per Empress of China, from Yokohama—Misses L. Allen, Cockburn, and E. Pasty.

From Kobe—Mrs. W. R. Farrell, Miss V. McLain, Mrs. J. W. Horton, Capt. Gunter, Lady Magenis, Misses Ashton, Hayday, Mr. and Mrs. B. D. Cohen, Mrs. Wertheimer, Messrs. D. L. Cohen, L. W. Cohen, and Miss Watson.

From Nagasaki—Messrs. S. Yamamoto and K. Shimada.

From Shanghai—Rev. and Mrs. J. Cumming Brown, Mr. A. Bennett and servant, Mrs. H. Wall, Dr. and Mrs. R. J. Marshall, and Mr. McLaughlin.

Hongkong & Whampoa Dock Returns.

U.S.S. Fathomer, at Kowloon Dock.

Agincourt, at Kowloon Dock.

Hue, at Kowloon Dock.

Indravelli, at Kowloon Dock.

H.M.S. Thetis, at Kowloon Dock.

Medan, at Kowloon Dock.

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Tetartus, at Kowloon Dock.

Tibala, at Kowloon Dock.

U.S.S. Fathomer, at Kowloon Dock.

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